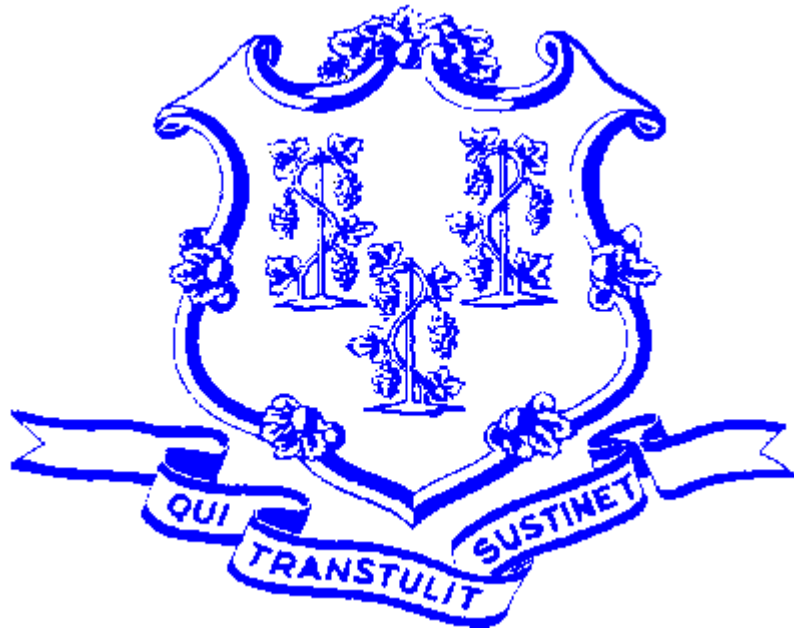


CONNECTICUT



DEPARTMENT OF TRANSPORTATION

2005

STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)



Select from the following options

For 2005-2009 State of Connecticut
Department of Transportation (ConnDOT)
Statewide Improvement Program Document
(STIP) (Narratives, Tables and Figures)

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For Statewide Improvement Program (STIP)
only

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INTRODUCTION

WHAT IS A STIP?

The Statewide Transportation Improvement Program (STIP) is a five - year financial document that lists all projects expected to be funded in those five years with Federal participation. This present document covers federal fiscal years 2005, 2006, 2007, 2008, and 2009. The Connecticut Department of Transportation (ConnDOT), Office of Policy, develops this document in **cooperation** with the eleven Metropolitan Planning Organizations (MPOs) and in **consultation** with the four Rural Regional Planning Organizations (RPOs). See Figure 1 for Planning Region map.

The STIP has been developed in accordance with the terms and provisions of the Transportation Equity Act for the 21st Century (TEA-21) and the Clean Air Act Amendments of 1990 and all regulations issued pursuant thereto. According to these regulations, a STIP:

1. must be developed once every two years;
2. must cover a minimum of three years;
3. must list projects in order by year;
4. must be financially constrained by year;
5. must include a financial plan that demonstrates which projects can be implemented using current and anticipated revenue sources;
6. must include all significant projects that could affect air quality;
7. must come from conforming State and Regional Long Range Plans;
8. must be found in conformity with the State Implementation Plan (SIP); and
9. individual project entries must contain the following information:
 - Project description, including sufficient detail to identify the project phase and, in non-attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
 - Specific project budget, including, total cost, Federal share and source by year, other funding shares and sources, by year and
 - Identification of the Americans With Disabilities Act implementation project elements.

The 2005 - 2009 STIP fulfills these requirements.

The STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle facilities. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included. Without TIP/STIP inclusion, a project is ineligible for federal funding.

The TIP/STIP is assessed for its impact on air quality. Based on this assessment, certain of these areas can be designated as non-attainment areas. In Connecticut, there is a severe ozone non-attainment area (essentially Fairfield

County) and a serious non-attainment area (the rest of the State). The non-attainment areas are shown in Figure 2, entitled "Connecticut Non-attainment Status for Ozone." Using techniques that have been approved by the EPA, the program has been reviewed to determine if the plans and programs contained in the TIP/STIP, as proposed, will serve to reduce emissions of volatile organic compounds, oxides of nitrogen and carbon monoxide.

STIP DEVELOPMENT

HOW IS A STIP DEVELOPED?

The STIP must be developed according to Title 23 of the United States Code.

This law requires that a STIP be developed in **consultation** with the Transportation Management Areas (TMAs), except for projects on the NHS or funded under the Bridge or Interstate Maintenance Programs. In these categories the STIP must be developed in **cooperation** with the TMAs. In all other Urbanized Areas (UZAs), STIP development is in **cooperation** with the MPOs. In all of the Rural and Urban Areas under 50,000 population, the STIP is developed in **cooperation** with the local officials, except for projects on the NHS or are funded under the Bridge and Interstate Maintenance Programs. In these categories the STIP must be developed in **consultation** with local officials.

Following is the Process that the ConnDOT uses to develop a new STIP. A flow diagram of this process is included in Figure 3.

1. Policy prepares an email requesting the assistance of the Bureau of Public Transportation and Bureau of Engineering and Highway Operations in the preparation of the STIP.
2. Public Transportation prepares a draft list of projects to be initiated in the next five-year period. The list is generated from the Bureau's Twenty-year Capital Program and must be fiscally constrained to the Federal Authorization level. The draft listing is forwarded to Policy.
3. Engineering and Highway Operations prepares a draft list of projects to be initiated in the next five-year period. The list is generated from the Bureau's current Working Schedule of Federal Aid Obligation and must be fiscally constrained to the Federal Authorization level. The draft list is forwarded to Policy.
4. Policy receives the draft lists from the Bureau of Public Transportation and the Bureau of Engineering and Highway Operations, and reviews the program for consistency with long range plans. Policy develops a draft STIP, which includes statewide projects, district-wide projects and other multi-regional projects. Next, Policy checks the program for fiscal constraint, sorts the program by Planning Region and then transmits to each Planning Region their portion of the program.
5. Planning Regions review the draft list of projects sent by ConnDOT, and prepare comments. At this time, any differences in proposed projects

between the Planning Regions and ConnDOT are resolved. This mutually agreed to list is then forwarded to ConnDOT.

6. Annual "Interagency Consultation Meetings" are held in each of the non-attainment areas. Each meeting provides an opportunity to discuss air quality modeling procedures and project selection criteria (see attach draft regulations).
7. ConnDOT reviews draft lists of projects received from Planning Regions and re-assembles the STIP, checks for fiscal constraint and produces the DRAFT STIP.
8. Policy provides Office of Inventory and Forecasting with DRAFT STIP. Inventory and Forecasting conducts air quality assessment and prepares conformity report.
9. Policy provides Office of Inventory and Forecasting a list of STIP CMAQ projects. Inventory and Forecasting conducts a CMAQ project analysis and prepares a CMAQ Project Summary Report.
10. Final STIP fiscal constraint issues resolved, if any.
11. Policy assembles DRAFT STIP, all projects and narrative combined into a complete document, printed and published.
12. Draft Planning Region TIPs and Conformity Report made available for public review and comment.
13. Draft STIP and Conformity Report made available for public review and comment.
14. RPOs address all comments provided by the public concerning the regional TIP and Conformity Report.
15. ConnDOT addresses all comments provided by the public concerning the Statewide TIP and Conformity Report.
16. MPO technical committees meet to discuss draft TIP and Conformity Report, and make recommendation to MPO board.
17. MPO boards review draft TIP, Conformity Report and technical committee recommendation. MPO takes action to endorse TIP and Conformity Report, and make an Air Quality Statement.
18. MPOs submit endorsed TIP and Air Quality Statement to ConnDOT office of Policy for processing.

- 19.** Policy reviews endorsed TIP against agreed to list of projects. If in agreement, reassembles STIP and develops fiscal constraint tables.
- 20.** Commissioner endorses STIP.
- 21.** Policy transmits to FHWA and FTA (EPA through FHWA), final STIP and copies of each MPO endorsed TIP. Request federal approval of program.
- 22.** Policy sends STIP and Conformity Report to ConnDEP for evaluation of conformity.
- 23.** Policy publishes final STIP.
- 24.** EPA reviews STIP for conformity, provides comments to FHWA.
- 25.** Policy distributes a copy of the final STIP to interested parties.
- 26.** FHWA, FTA and EPA approve or disapprove the STIP and the Conformity Report.
- 27.** ConnDOT begins the obligation of funds for projects.
- 28.** ConnDOT begins the project initiation process.

FUNDING SOURCES FOR THE STIP

There are three sources of funds for this program: 1. Federal transportation appropriations, 2. The State Special Transportation Fund (primarily in the form of bond authorizations) and 3. A small amount of local funds.

FEDERAL FUNDS

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Transportation Equity Act for the 21st Century of 1998 (TEA-21). Once new legislation is passed, this document will be readjusted to address any changes made in the new legislation. Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. Explanations of eligible uses of each category of funding, limitations, federal and state funding ratios, and availability are provided below:

Interstate Maintenance (90/10)

The Interstate Maintenance program provides federal funds to rehabilitate, restore, and resurface the Interstate highway system. This program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways. Federal funds can be used to pay for up to 90 percent of a project's cost. A State match of 10 percent is required.

National Highway System (80/20)

National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials". Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, US 44, etc.

The eligibility guidelines for NHS funds are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road, as long as it improves travel in the corridor. Funds can even be transferred to some of the

Surface Transportation Programs (STP) as well. The funding ratio for the NHS program is 80 percent federal funds to be matched by 20 percent state funds.

Interstate Trade-In Eastern Conn. (85/15)

The Interstate Trade-In Program is a unique program that terminated at the end of federal fiscal year 1996. However, funds that have been authorized for it will remain available until utilized. The program provides funds to States and regions that previously chose not to build sections of the Interstate Highway System. Regions that “traded in” sections of Interstate are allowed to use the funds for other projects.

The only Trade-In funds still available to Connecticut are from the withdrawal of the original I-84 expressway through eastern Connecticut. The State proposes to use these funds to make roadway improvements in the towns in eastern Connecticut.

The funding ratio for the Interstate Trade-In Program is 85 percent federal funds to be matched by 15 percent state funds.

Surface Transportation Program

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural minor collector or above. Functional classification of local road is not eligible. This Program has a variety of subcategories defined below.

STP Urban

Fifty (50) percent of all STP funds are reserved for the STP-Urban Program. It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds. Subcategories of the STP Urban program include the STP- Hartford, STP-Bridgeport/Stamford, STP-New Haven, STP-other urban and the STP-urban clusters.

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects.

STP Anywhere

Thirty (30) percent of all STP funds are reserved for the STP-Anywhere Program.

These funds can be used anywhere in the state, regardless of rural or urban designation. Since they are not allocated to specific urban areas or regions, ConnDOT usually determines where the funds will be spent. The STP-Rural program is a subcategory of the STP Anywhere program. This subcategory provides funds to be spent in rural areas. The amount of rural funds is based on mileage from a previous federal program called the rural secondary program. A small percentage of rural funds may be used on rural minor collectors. The funding ratio for the STP-Anywhere Program is 80 percent federal funds to be matched by 20 percent state funds or 20 percent local funds for the rural minor collector roadways.

STP Safety Program

Ten percent of all STP funds must be spent on safety improvement projects. ConnDOT uses a list of high accident rate locations to select and develop candidate projects for this program. Projects are also selected from ConnDOT's program to improve railroad grade crossings. The funding ratio for the STP-Safety Program is 80 percent federal funds to be matched by 20 percent state funds.

STP Enhancement Program

Ten percent of all STP funds must be spent on enhancement projects. This program is for projects that go above and beyond what is customarily considered part of a transportation activity. The enhancement project must relate to the intermodal transportation system by reason of function or impact and must be encompassed in one of the 12 eligible enhancement areas. ConnDOT selects the STP-Enhancement projects in consultation with all of the RPOs in the State. Each RPO submits its highest priority projects and ConnDOT selects from among the submittals. The funding ratio for the STP-Enhancement Program is 80 percent federal funds to be matched by 20 percent local funds. Typically, the State does not provide the matching funds for this program.

Highway Bridge Replacement and Rehabilitation Program

This program provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to retrofit bridges on public roads. This program has two subcategories.

Bridge Program: ON System

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-Aid road system. ConnDOT has a program of regularly

inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State Highway system. The funding ratio for the "On System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds.

Bridge Program: OFF System

Another, smaller federal bridge program is the "Off System" Bridge Program. It provides funds to replace or rehabilitate bridges that are not on the Federal-Aid road system. ConnDOT has a program of regularly inspecting and rating the condition of local, as well as State bridges. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Many of the funded projects are municipal bridges. The funding ratio for the "Off System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds.

High Priority Projects

This was a new program under TEA-21. It made available to Connecticut, approximately \$128 million in federal funding over the six-year life of TEA-21. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects. It is unknown what impact this program will have in the new legislation.

Congestion Mitigation and Air Quality Program

Congestion Mitigation and Air Quality (CMAQ) is a program that addresses congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the Clean Air Act Amendment (CAAA). In determining project eligibility under these criteria, priority should be given to implementing those projects and programs that are included in an approved State Implementation Plan (SIP) as a Transportation Control Measure (TCM) and will have air quality benefits. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State.

Some examples of CMAQ-eligible projects are:

- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOV)
- Employer-based transportation management plans, including incentives
- Traffic flow improvement programs that achieve emission reductions

- Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of cyclists, in both public and private areas
- Employer-sponsored programs to permit flexible work schedules

The CMAQ Program provides approximately \$1 billion nationwide, annually for six years. Each state is guaranteed at least 0.5 percent of the annual CMAQ apportionment. The remainder of CMAQ funds is apportioned to states for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), based on a legislative formula specified in TEA-21. This formula takes into account the severity of the air pollution problems in each state, as well as the population in areas that do not meet air quality standards for ozone. Many CMAQ projects can qualify for 100 percent federal funding.

Ferry Boat Discretionary

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The funding ratio is 80 percent Federal and 20 percent State or Local.

Historic Covered Bridge Preservation

This program provides funds to assist States in their effort to rehabilitate or repair and to preserve the Nation's historic covered bridges. The funding ratio is 80 percent federal and 20 percent state.

National Corridor Planning and Development

This program provides funding for the planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Eligible corridors are listed in ISTEA, the 1995 Highway Designation Act and TEA-21. The funding ratio is 80 percent Federal and 20 percent State.

Recreational Trails

This program provides funding to the Department of Environmental Protection (DEP) to develop and maintain recreational trails for motorized and nonmotorized recreational trail users. The DEP will forward applications to the Park and Recreation Directors or the First Elected Officials of each municipality for consideration. Funding ratios are 80 percent federal and 20 percent local.

Scenic Byways Program

This program provides funds for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational and archaeological qualities as All-American Roads or National Scenic Byways. This program also provides funds for projects on existing Scenic roadways and for planning, designing, and developing State scenic byway programs. The funding levels are 80 percent federal and 20 percent state.

Transportation and Community and System Preservation Program

This program provides funding for the planning and implementation of projects that address the relationships between transportation and the community. Projects should include improving the efficiency of the transportation system; reducing the impacts of transportation on the environment; reducing the need for costly future public infrastructure investments; ensuring efficient access to jobs, services and center of trade; and examining and encouraging private sector development patterns which meet these purposes. The funding levels are 80 percent federal and 20 percent local.

Section 330 & 115

This program is dedicated for those projects that are established by congressional designation. The funding ratio is 100 percent federal and is available until expended.

FTA Section 3037 Job Access and Reverse Commute Grants

This was a new program under TEA-21. Its goal is to provide funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their employment.

FTA Section 5309 Capital Funding Program

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Program provides capital funding for the establishment of new rail projects ("New Start" - 40%), the improvement and maintenance of existing rail and other fixed guideway systems ("Rail Modernization"- 40%), and the rehabilitation of bus systems ("Bus and Other"- 20%).

The "New Start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share.

FTA Section 5307 Capital and Subsidy (Operating) Program

The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses. However, a small portion of these funds is reserved to help defray transit operating expenses.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the State, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy.

ConnDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit.

All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

The capital program requires a 20 percent non-federal match. Federal regulations restrict the amount that can be used for operating assistance.

FTA Section 5310 Capital Program

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled.

The basic matching ratio for capital grant projects is 80 percent federal and 20 percent local.

FTA Section 5311 Capital & Operating Program

The FTA Section 5311 Program provides funds to assist in the development, improvement and use of public transportation systems in non-urbanized and small urban areas. The funds are used in the following ways:

- To reimburse the five rural transits districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio.
- For Section 5311 transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.
- For transit research, technical assistance, training and related support services, including eligible Section 5310 recipients, using 100 percent federal funds.

STATE FUNDING

State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuel tax and the motor vehicle receipts, which, combined, make up approximately 80 percent of the total fund revenue.

LOCAL FUNDING

Limited projects included in the STIP require a local match to federal funds. The municipality in which the job takes place provides this. Local funding sources may include bonding, LOCIP or other sources.

FINANCIAL PLAN

For the purposes of this STIP, the federal funds are estimated at the FFY 2004 level. The TIP/STIP for FFY 2005 – 2009 contains 438 projects in 28 federal funding categories. It programs \$2.2 billion in federal funds, which will be matched by \$1.0 billion in state funds and \$28 million in local funds, for a total program cost of \$3.3 billion. Of the \$1.0 billion in state funds, \$597 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$2.1 billion (64%) will be used for highway and bridge capital programs and a total of \$1.2 billion (36%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the TIP/STIP:

- The replacement and demolition of the “Q” bridge and additional reconstruction of I-95 in the New Haven area.
- Reconstruction of I-95 in Bridgeport
- US 7 Brookfield bypass
- US 7 and CT 15 interchange improvements in Norwalk
- The replacement of the Moses-Wheeler Bridge (I-95 Stratford-Milford)
- Reconstruction of I-84 in Waterbury
- The replacement of the catenary system for Metro North from Greenwich to New Haven
- The construction of the Waterbury bus garage
- The construction of the New Haven bus garage
- The New Britain – Hartford Busway
- Replacement/rehabilitation of highway bridges throughout the State
- Safety related improvements to highways throughout the State

Federal authorizations for FFY 2005 - 2009 are estimated as constant values based on previous TEA-21 authorization levels. The preponderance of federal funds will be matched from state funding resources. A relatively small amount of federal funds will be matched by town/city governments.

The TIP/STIP is financially constrained and the spending plan is based on reasonable projections of available resources. Tables 1-4 provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the five years of this TIP/STIP. These tables also demonstrate that the program is financially constrained by showing the balance each funding category (Authorization vs. STIP programmed amount).

AIR QUALITY CONFORMITY FINDING

On November 24, 1993, the US Department of Environmental Protection (EPA) published the Final Air Quality Conformity Rule. Also, in November 1993, the final ISTEA regulations to statewide and metropolitan planning went into effect. These federal regulations specified key links between the mandates of ISTEA and CAAA. The Conformity Rule established the requirements that will ensure that TIPs and Long Range Transportation Plans conform to the SIPs.

Connecticut is governed by the Final Conformity Rule, procedures and criteria as outlined in the August 15, 1997 Final Rule. During this period, four tests must be met:

1. Future transportation emissions must be lower than they were in 1990.
2. Action emissions must be less than all 2007 Budgets (VOC and NO_x) for years 2007, 2015 and 2020.
3. CO emissions must be less than 1996 Budgets.
4. For CO emissions, transportation emissions for the last year of the Maintenance Period must be less than the budgets established in the attainment demonstration.

The latest Conformity Determination, which was conducted for the Transportation Plan and Program, is based on the above Final Rule. The implementing of these procedures has been worked out through a cooperative effort of the Regional Planning Organizations, the EPA, FTA, FHWA, ConnDOT and the Connecticut Department of Environmental Protection (ConnDEP).

The Conformity Determination is found in the separate document entitled "Connecticut Department of Transportation - Air Quality Conformity Report – January 2004." The Program and Plan were found to be in conformance.

ADOPTION SCHEDULE AND PUBLIC INVOLVEMENT PROCESS

The final draft STIP/TIP will be made available for public review. Prior to any public informational meetings, a legal notice is placed in several of Connecticut's major daily newspapers. This notice announces that the draft STIP is available for public inspection and comment at the various local regional planning agencies, and at the Connecticut Department of Transportation Headquarters in Newington, Connecticut. Also, several of Connecticut's MPOs have agreed to include in their Public Information Meeting Notice that an opportunity will be provided to review and discuss the draft STIP at the public meeting for their TIPs. Rural Regional Planning Organizations also will publicize the opportunity to meet and discuss the draft STIP document.

The draft STIP public comment period will last a minimum of 30 days. After review and consideration of all public comments, a final version of the STIP will be prepared and submitted to the FHWA and the FTA for their approval. Explicit consideration and response will be given to public input, and all who submit written comments will be notified of the availability of the final approved document.

FIGURES

FIGURE I – CT MAP – REGIONAL PLANNING ORGANIZATIONS

FIGURE II – CT MAP - NON-ATTAINMENT STATUS FOR OZONE

FIGURE III – TIP/STIP PROCESS FLOW CHART

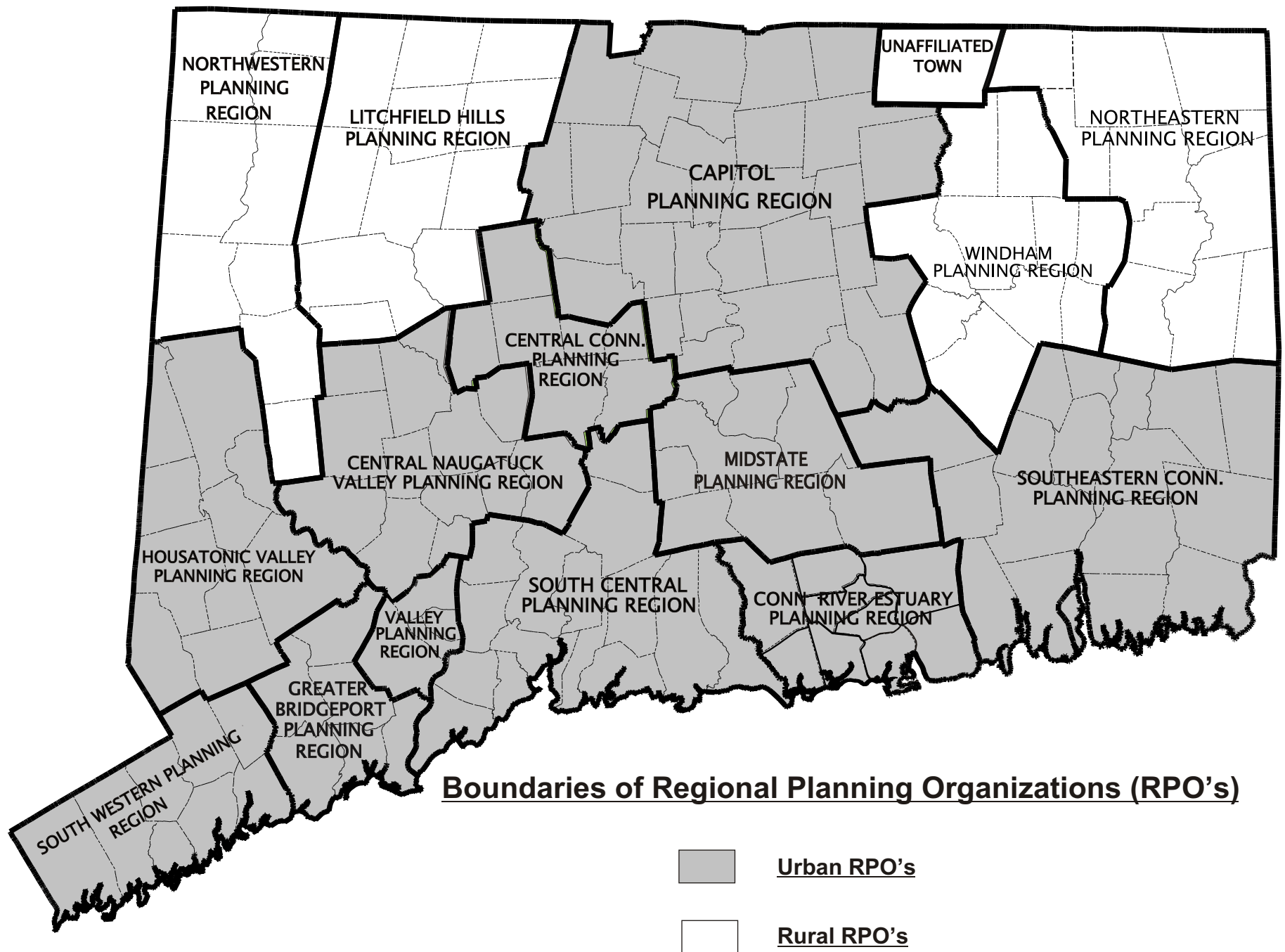
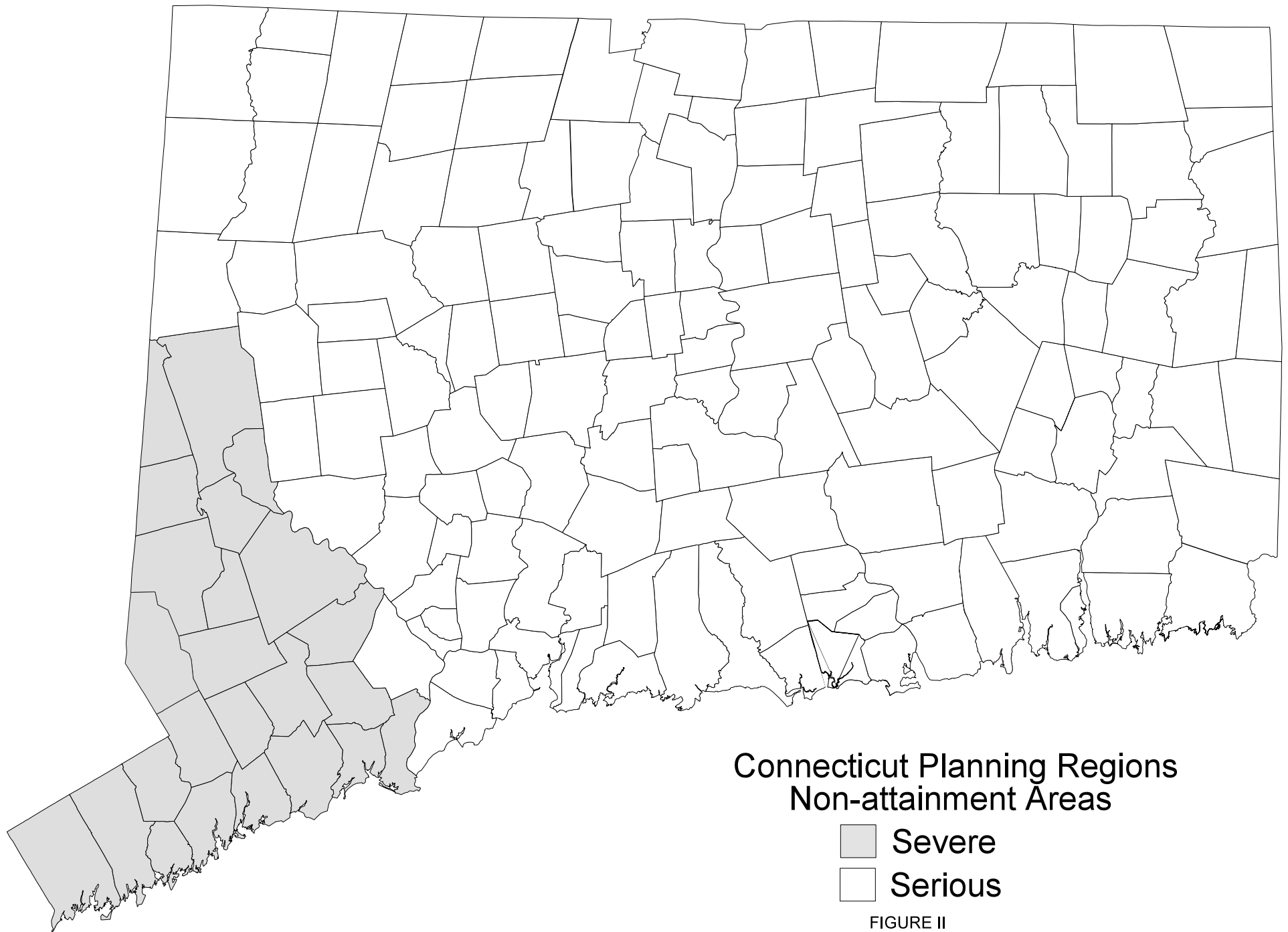


FIGURE I



Connecticut Planning Regions Non-attainment Areas



FIGURE II

TIP/STIP PROCESS

This flow chart depicts the process which was used to develop the current TIP/STIP. Attached is a list of twenty-eight activities that match the numbers shown next to each of the nodes in the flow chart.

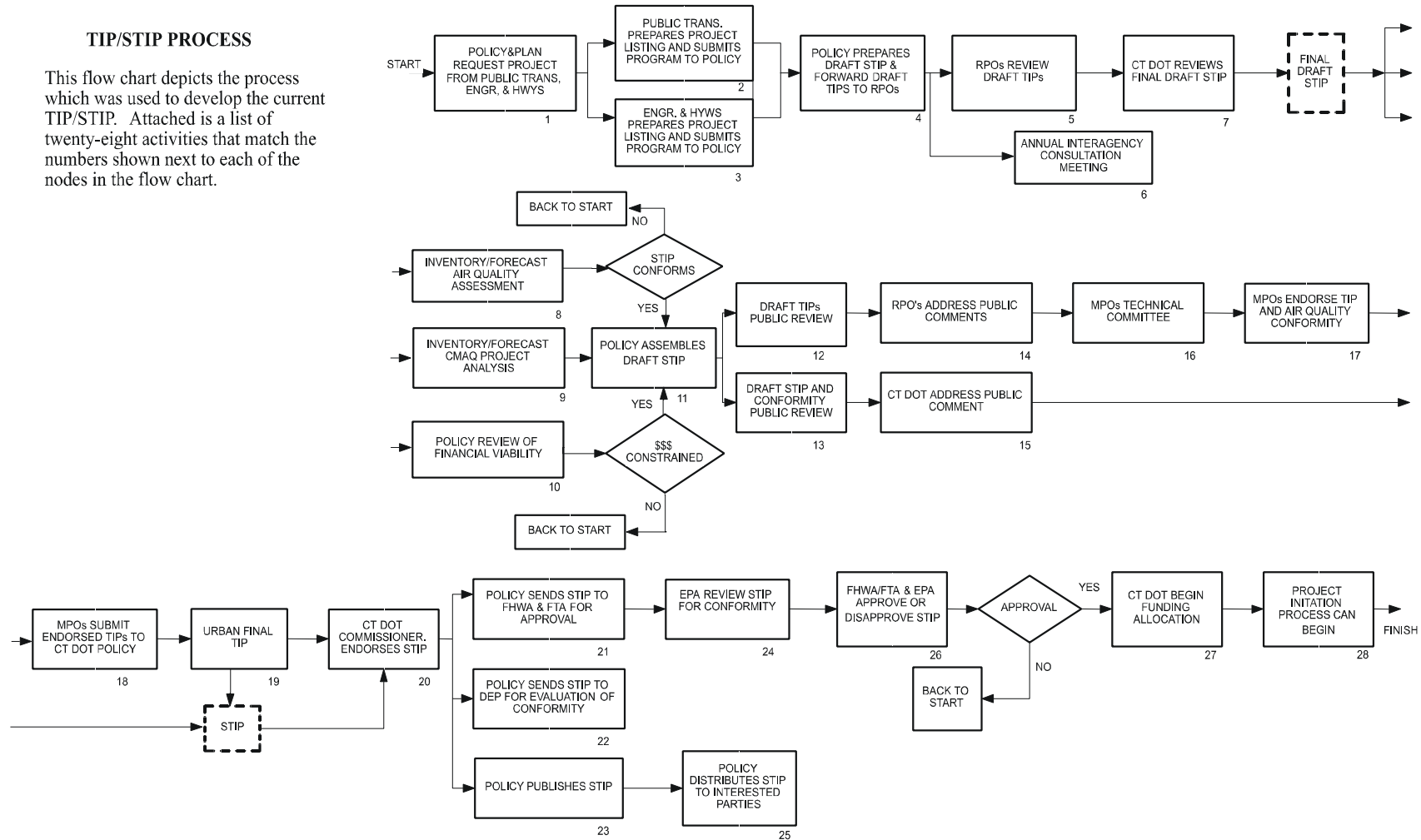


FIGURE III

TABLES

TABLE 1	TEA21 FFY2005-2009 AUTHORIZED VERSUS FINAL STIP(000's) HIGHWAY PROGRAMS
TABLE 2	TEA21 FFY2005-2009 AUTHORIZED VERSUS FINAL STIP(000's) HIGHWAY PROGRAMS CON'T.
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TEA21 FFY2005-FFY2009 AUTHORIZED VERSUS FINAL STIP (000's)

HIGHWAY PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED AUTHORIZN</u>	<u>FINAL STIP</u>	<u>BALANCE TO PROGRAM</u>	<u>ESTIMATED AUTHORIZN</u>	<u>FINAL STIP</u>	<u>BALANCE TO PROGRAM</u>	<u>ESTIMATED AUTHORIZN</u>	<u>FINAL STIP</u>	<u>BALANCE TO PROGRAM</u>
	<u>FFY 2005</u>	<u>FFY 2005</u>	<u>FFY 2005</u>	<u>FFY 2006</u>	<u>FFY 2006</u>	<u>FFY 2006</u>	<u>FFY 2007</u>	<u>FFY 2007</u>	<u>FFY 2007</u>
<u>BRIDGE REHABLTN & REPLCMNT</u>	109,267	60,000	49,267	109,267	60,000	49,267	109,267	60,000	49,267
<u>CONGSTN MITGTN & AIR QUALITY</u>	43,823	70,099	-26,276	43,823	19,570	24,253	43,823	19,197	24,626
<u>DISCRETIONARY EARMARK</u>	1,987	1,987	0	0	0	0	0	0	0
<u>FERRY BOAT DISCRETIONARY</u>	0	0	0	0	0	0	0	0	0
<u>HISTORIC COVERED BRIDGE PRESERVATION PROG.</u>	0	0	0	0	0	0	0	0	0
<u>HIGH PRIORITY PROJECTS</u>	15,070	15,070	0	0	0	0	0	0	0
<u>INTERSTATE</u>	0	0	0	0	0	0	0	0	0
<u>INTERSTATE MAINTENANCE</u>	63,476	26,557	36,919	63,476	19,000	44,476	63,476	14,345	49,131
<u>INTERSTATE MAINTENANCE DISCRETIONARY</u>	0	0	0	0	0	0	0	0	0
<u>INTERSTATE TRADE-IN EASTERN CONN</u>	0	0	0	0	0	0	0	0	0
<u>NATIONAL HIGHWAY SYSTEM</u>	58,609	91,159	-32,550	58,609	128,477	-69,868	58,609	113,365	-54,756
<u>NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION</u>	1,800	1,800	0	0	0	0	0	0	0
<u>RECREATIONAL TRAILS</u>	600	0	600	600	0	600	600	0	600
<u>SCENIC BYWAYS</u>	0	0	0	0	0	0	0	0	0
<u>TRANSPRTN & COMMNTY & SYS PRESVRTN PROGRAM</u>	0	0	0	0	0	0	0	0	0
<u>SURFACE TRANSPRTN PROGRAM *</u>	139,908	196,655	-56,747	139,908	124,956	14,952	139,908	106,671	33,237
		0							
<u>TOTALS :</u>	<u>434,540</u>	<u>463,326</u>	<u>-28,786</u>	<u>415,683</u>	<u>352,004</u>	<u>63,679</u>	<u>415,683</u>	<u>313,578</u>	<u>102,105</u>
<u>ADDITIONAL OBLIGATIONS (RESERVED FOR COST OVERRUNS)</u>		<u>40,000</u>	<u>-40,000</u>		<u>40,000</u>	<u>-40,000</u>		<u>40,000</u>	<u>-40,000</u>
<u>NEW FINAL STIP TOTALS:</u>	<u>434,540</u>	<u>503,326</u>	<u>-68,786</u>	<u>415,683</u>	<u>392,004</u>	<u>23,679</u>	<u>415,683</u>	<u>353,578</u>	<u>62,105</u>

*Note: Includes Minimum Guarantee Authorization

TABLE 1

TEA21 FFY2005-FFY2009 AUTHORIZED VERSUS FINAL STIP (000's)
HIGHWAY PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED AUTHORIZN FFY 2008</u>	<u>FINAL STIP FFY 2008</u>	<u>BALANCE TO PROGRAM FFY 2008</u>	<u>ESTIMATED AUTHORIZN FFY 2009</u>	<u>FINAL STIP FFY 2009</u>	<u>BALANCE TO PROGRAM FFY 2009</u>
<u>BRIDGE REHABLTN & REPLCMNT</u>	109,267	60,000	49,267	109,267	60,000	49,267
<u>CONGSTN MITGTN & AIR QUALITY</u>	43,823	29,563	14,260	43,823	12,681	31,142
<u>DISCRETIONARY EARMARK</u>	0	0	0	0	0	0
<u>FERRY BOAT DISCRETIONARY</u>	0	0	0	0	0	0
<u>HISTORIC COVERED BRIDGE PRESERVATION PROG.</u>	0	0	0	0	0	0
<u>HIGH PRIORITY PROJECTS</u>	0	0	0	0	0	0
<u>INTERSTATE</u>	0	0	0	0	0	0
<u>INTERSTATE MAINTENANCE</u>	63,476	23,873	39,603	63,476	29,922	33,554
<u>INTERSTATE MAINTENANCE DISCRETIONARY</u>	0	0	0	0	0	0
<u>INTERSTATE TRADE-IN EASTERN CONN</u>	0	0	0	0	0	0
<u>NATIONAL HIGHWAY SYSTEM</u>	58,609	83,538	-24,929	58,609	68,116	-9,507
<u>NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION</u>	0	0	0	0	0	0
<u>RECREATIONAL TRAILS</u>	600	0	600	600	0	600
<u>SCENIC BYWAYS</u>	0	0	0	0	0	0
<u>TRANSPRTN & COMMNTY & SYS PRESRVTN PROGRAM</u>	0	0	0	0	0	0
<u>SURFACE TRANSPRTN PROGRAM *</u>	139,908	140,522	-614	139,908	67,668	72,240
<u>TOTALS :</u>	<u>415,683</u>	<u>337,496</u>	<u>78,187</u>	<u>415,683</u>	<u>238,386</u>	<u>177,297</u>
<u>ADDITIONAL OBLIGATIONS (RESERVED FOR COST OVERRUNS)</u>	<u>0</u>	<u>40,000</u>	<u>-40,000</u>		<u>40,000</u>	<u>-40,000</u>
<u>NEW FINAL STIP TOTALS:</u>	<u>415,683</u>	<u>377,496</u>	<u>38,187</u>	<u>415,683</u>	<u>278,386</u>	<u>137,297</u>

*Note: Includes Minimum Guarantee Authorization

TABLE 2

TEA21 FFY2005-FFY2009 AUTHORIZED VERSUS FINAL STIP (000's)

PUBLIC TRANSIT PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED AUTHORIZN FFY 2005</u>	<u>FINAL STIP FFY 2005</u>	<u>BALANCE TO PROGRAM FFY 2005</u>	<u>ESTIMATED AUTHORIZN FFY 2006</u>	<u>FINAL STIP FFY 2006</u>	<u>BALANCE TO PROGRAM FFY 2006</u>	<u>ESTIMATED AUTHORIZN FFY 2007</u>	<u>FINAL STIP FFY 2007</u>	<u>BALANCE TO PROGRAM FFY 2007</u>
FTA SECTION 5307C CAPITAL	50,714	53,380	-2,666	50,714	62,577	-11,863	50,714	49,102	1,612
FTA SECTION 5307E ENHANCEMENTS	439	252	187	439	0	439	439	0	439
FTA SECTION 5307O SUBSIDY	4,157	3,894	263	4,157	3,894	263	4,157	3,894	263
<u>SUBTOTALS:</u>	<u>55,310</u>	<u>57,526</u>	<u>-2,217</u>	<u>55,310</u>	<u>66,471</u>	<u>-11,162</u>	<u>55,310</u>	<u>52,996</u>	<u>2,314</u>
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5307Q EARMARK	0	0	0	0	0	0	0	0	0
FTA SECTION 5307R ENHANCEMENTS CARRYOVER	688	0	688	0	0	0	0	0	0
FTA SECTION 5307S FLEX FUNDS **	4,460	4,460	0	4,720	4,720	0	0	0	0
<u>SECTION 5307 TOTALS:</u>	<u>60,457</u>	<u>61,986</u>	<u>-1,529</u>	<u>60,030</u>	<u>71,191</u>	<u>-11,162</u>	<u>55,310</u>	<u>52,996</u>	<u>2,314</u>
FTA SECTION 5309A FGM CAPITAL	38,732	46,400	-7,668	38,732	38,400	332	38,732	38,400	332
FTA SECTION 5309B FGM CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5309C FGM CAPITAL (Region 10)	1,578	0	1,578	1,578	0	1,578	1,578	0	1,578
FTA SECTION 5309D FGM CARRYOVER (Region 10)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309F BUS (All Earmark)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309G BUS CARRYOVER (All Earmark)	3,934	3,934	0	0	0	0	0	0	0
FTA SECTION 5309P NEW START	0	0	0	0	0	0	0	0	0
FTA SECTION 5309Q NEW START CARRYOVER	0	0	0	0	0	0	0	0	0
<u>SECTION 5309 TOTALS:</u>	<u>44,245</u>	<u>50,334</u>	<u>-6,089</u>	<u>40,311</u>	<u>38,400</u>	<u>1,911</u>	<u>40,311</u>	<u>38,400</u>	<u>1,911</u>
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED AREAS		524			535			441	
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS		1,291			1,291			1,291	
<u>SUBTOTALS:</u>	<u>1,485</u>	<u>1,815</u>	<u>-330</u>	<u>1,485</u>	<u>1,826</u>	<u>-341</u>	<u>1,485</u>	<u>1,732</u>	<u>-247</u>
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0	0	0	0
FTA SECTION 5311R CARRYOVER OF 5310 CAPITAL FUNDS TRANSFERRED TO:	0	0	0	0	0	0	0	0	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	170	170	0	77	170	-93	77	170	-93
<u>SECTION 5311 TOTALS:</u>	<u>1,655</u>	<u>1,985</u>	<u>-330</u>	<u>1,562</u>	<u>1,996</u>	<u>-435</u>	<u>1,562</u>	<u>1,902</u>	<u>-340</u>
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	1,123	2,240	-1,117	1,123	2,240	-1,117	1,123	2,240	-1,117
FTA SECTION 3037G JOB ACCESS GRANTS	0	0	0	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (PublicTrans)	0	0	0	0	0	0	0	0	0
<u>OTHER SECTIONS TOTALS:</u>	<u>1,123</u>	<u>2,240</u>	<u>-1,117</u>	<u>1,123</u>	<u>2,240</u>	<u>-1,117</u>	<u>1,123</u>	<u>2,240</u>	<u>-1,117</u>
<u>UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:</u>	<u>107,480</u>	<u>116,546</u>	<u>-9,065</u>	<u>103,025</u>	<u>113,828</u>	<u>-10,803</u>	<u>98,305</u>	<u>95,538</u>	<u>2,767</u>
Less FTA Sec 5307 Flex Funds (CMAQ & HPP) **	-4,460	-4,460	0	-4,720	-4,720	0	0	0	0
<u>AUTHORIZED LEVEL STIP TOTALS:</u>	<u>103,020</u>	<u>112,086</u>	<u>-9,065</u>	<u>98,305</u>	<u>109,108</u>	<u>-10,803</u>	<u>98,305</u>	<u>95,538</u>	<u>2,767</u>

TABLE 3

TEA21 FFY2005-FFY2009 AUTHORIZED VERSUS FINAL STIP (000's)
PUBLIC TRANSIT PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED AUTHORIZN FFY 2008</u>	<u>FINAL STIP FFY 2008</u>	<u>BALANCE TO PROGRAM FFY 2008</u>	<u>ESTIMATED AUTHORIZN FFY 2009</u>	<u>FINAL STIP FFY 2009</u>	<u>BALANCE TO PROGRAM FFY 2009</u>
<u>FTA SECTION 5307C CAPITAL</u>	50,714	49,942	772	50,714	8,560	42,154
<u>FTA SECTION 5307E ENHANCEMENTS</u>	439	0	439	439	0	439
<u>FTA SECTION 5307O SUBSIDY</u>	4,157	3,894	263	4,157	3,894	263
<u>SUBTOTALS:</u>	<u>55,310</u>	<u>53,836</u>	<u>1,474</u>	<u>55,310</u>	<u>12,454</u>	<u>42,855</u>
<u>FTA SECTION 5307P CAPITAL CARRYOVER</u>	0	0	0	0	0	0
<u>FTA SECTION 5307Q EARMARK</u>	0	0	0	0	0	0
<u>FTA SECTION 5307R ENHANCEMENTS CARRYOVER</u>	0	0	0	0	0	0
<u>FTA SECTION 5307S FLEX FUNDS **</u>	0	0	0	0	0	0
<u>SECTION 5307 TOTALS:</u>	<u>55,310</u>	<u>53,836</u>	<u>1,474</u>	<u>55,310</u>	<u>12,454</u>	<u>42,855</u>
<u>FTA SECTION 5309A FGM CAPITAL</u>	38,732	38,400	332	38,732	30,240	8,492
<u>FTA SECTION 5309B FGM CARRYOVER</u>	0	0	0	0	0	0
<u>FTA SECTION 5309C FGM CAPITAL (Region 10)</u>	1,578	0	1,578	1,578	0	1,578
<u>FTA SECTION 5309D FGM CARRYOVER (Region 10)</u>	0	0	0	0	0	0
<u>FTA SECTION 5309F BUS (All Earmark)</u>	0	0	0	0	0	0
<u>FTA SECTION 5309G BUS CARRYOVER (All Earmark)</u>	0	0	0	0	0	0
<u>FTA SECTION 5309P NEW START</u>	0	0	0	0	0	0
<u>FTA SECTION 5309Q NEW START CARRYOVER</u>	0	0	0	0	0	0
<u>SECTION 5309 TOTALS:</u>	<u>40,311</u>	<u>38,400</u>	<u>1,911</u>	<u>40,311</u>	<u>30,240</u>	<u>10,071</u>
<u>FTA SECTION 5311C CAPITAL FOR NON-URBANIZED AREAS</u>		738			674	
<u>FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS</u>		1,291			1,291	
<u>SUBTOTALS:</u>	<u>1,485</u>	<u>2,029</u>	<u>-544</u>	<u>1,485</u>	<u>1,965</u>	<u>-480</u>
<u>FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS</u>	0	0	0	0	0	0
<u>FTA SECTION 5311R CARRYOVER OF 5310 CAPITAL FUNDS TRANSFERRED TO 5311</u>	0	0	0	0	0	0
<u>FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)</u>	77	170	-93	77	170	-93
<u>SECTION 5311 TOTALS:</u>	<u>1,562</u>	<u>2,199</u>	<u>-637</u>	<u>1,562</u>	<u>2,135</u>	<u>-573</u>
<u>FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED</u>	1,123	2,240	-1,117	1,123	2,240	-1,117
<u>FTA SECTION 3037G JOB ACCESS GRANTS</u>	0	0	0	0	0	0
<u>HIGH PRIORITY PROJECTS (PublicTrans)</u>	0	0	0	0	0	0
<u>OTHER SECTIONS TOTALS:</u>	<u>1,123</u>	<u>2,240</u>	<u>-1,847</u>	<u>1,123</u>	<u>2,240</u>	<u>-1,783</u>
<u>UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:</u>	<u>98,305</u>	<u>96,675</u>	<u>1,631</u>	<u>98,305</u>	<u>47,069</u>	<u>51,236</u>
<u>Less FTA Sec 5307 Flex Funds (CMAQ & HPP) **</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>AUTHORIZED LEVEL STIP TOTALS:</u>	<u>98,305</u>	<u>96,675</u>	<u>1,631</u>	<u>98,305</u>	<u>47,069</u>	<u>51,236</u>

TABLE 4

GLOSSARY OF TERMS USED IN 2005 STIP

Region:

- 01 SOUTH WESTERN REGIONAL PLANNING AGENCY
- 02 HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS
- 03 NORTHWESTERN CONNECTICUT COUNCIL OF GOVERNMENTS
- 04 LITCHFIELD HILLS COUNCIL OF ELECTED OFFICIALS
- 05 COUNCIL OF GOVERNMENTS OF THE CENTRAL NAUGATUCK VALLEY
- 06 VALLEY REGIONAL PLANNING AGENCY
- 07 GREATER BRIDGEPORT REGIONAL PLANNING AGENCY
- 08 SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
- 09 CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY
- 10 CAPITOL REGION COUNCIL OF GOVERNMENTS
- 11 MIDSTATE REGIONAL PLANNING AGENCY
- 12 CT RIVER ESTUARY REGIONAL PLANNING AGENCY
- 13 SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
- 14 WINDHAM REGION COUNCIL OF GOVERNMENTS
- 15 NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
- 16 UNDEFINED TOWN (STAFFORD)
- 70 STATEWIDE PROJECTS
- 71 DISTRICTWIDE PROJECTS - DISTRICT 01
- 72 DISTRICTWIDE PROJECTS - DISTRICT 02
- 73 DISTRICTWIDE PROJECTS - DISTRICT 03
- 74 DISTRICTWIDE PROJECTS - DISTRICT 04
- 75 SERIOUS NON-ATTAINMENT AREAS PROJECTS
- 76 SEVERE NON-ATTAINMENT AREAS PROJECTS

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

- SECTION 5307C - Capital Funding Programs
- SECTION 5307E - Transit Enhancements Funding Programs (Set-Aside)
- SECTION 5307O - Operating Subsidy Funding Programs
- SECTION 5307P - Carryover - Capital Funding Programs
- SECTION 5307R - Carryover - Transit Enhancements Funding Programs
- SECTION 5307S - Flex Funds
- SECTION 5309A - Fixed Guideway Modernization Capital Funding Programs
- SECTION 5309B - Carryover - Fixed Guideway Modernization Capital Funding Programs
- SECTION 5309C - Fixed Guideway Modernization Capital Funding Programs (Region 10)
- SECTION 5309D - Carryover - Fixed Guideway Modernization Capital

APPENDIX A

Funding Programs (Region 10)

SECTION 5309F - Bus Funding Programs

SECTION 5309G - Carryover - Bus Funding Programs

SECTION 5309P - New Start Funding Programs

SECTION 5309Q - Carryover - New Start Funding Programs

SECTION 5310C - Capital Funding Programs (Services to Elderly and Disabled)

SECTION 5311C - Capital for Non-Urbanized and Small Urban Areas)

SECTION 5311O - Operating Subsidy for Non-Urbanized Areas

SECTION 5311P - Carryover for Non-Urbanized Areas

SECTION 5311R - Carryover of 5310 Capital Funds Transferred to 5311

SECTION 5311T - Rural Transportation Assistance Programs (RTAP)

SECTION 3037G - Job Access and Reverse Commute Grants Programs

FEDERAL HIGHWAYS ADMINISTRATION

BRIDGE REHABILITATION AND REPLACEMENT

BRX - Bridge On System Programs

BRZ - Bridge Off System Programs

SURFACE TRANSPORTATION PROGRAMS

STPA - STP Anywhere Programs

STPBS - STP Bridgeport/Stamford Programs

STPH - STP Hartford Programs

STPNH - STP New Haven Programs

STPO - STP Other Urban Programs

STPR - STP Rural Programs

STPSP - STP Springfield Programs

STPT - STP Enhancement Programs

STPU - STP Designation used by the Capitol Region, indicating that a Project or Group of Projects will be funded from an undetermined combination of the STPH, STPS and STPO Programs.

STPW - STP Worcester Program

STPXZ - STP Safety Hazards Programs

ALL OTHER FHWA PROGRAMS

CMAQ - Congestion Mitigation and Air Quality Programs
FBD - Ferry Boat Discretionary Programs
HPP - High Priority Programs
HCBPP - Historic Covered Bridge Preservation Programs
I - Interstate Highway System Programs
I-M - Interstate Maintenance Programs
I-MD - Interstate Maintenance Discretionary Programs
IXE - Interstate Trade-In Eastern Conn
NHS - National Highway System Programs
RT - Recreational trails Programs
SB - Scenic Byways Programs
TCSP - Transportation & Community & System Preservation Program

Proj#:

CT DOT Assigned Project Number

Rte/Sys:

Route Number or Transit System where Project is located.

Town:

Town name or 'Statewide' indication.

Description:

Project Description.

Phase:

Identification of Project Phase -

PE Preliminary Engineering
ROW Rights Of Way
CON Construction
OTH Other Activities
ACQ Capital Acquisition Activities
ALL All Phases

Year:

STIP Year - The Year the Project is expected to be Obligated.

(Stip Year, i.e., 2005, 2006, 2007, 2008 & 2009 or FYI-for all Years outside of the STIP)

Tot\$(000):

Total Project Dollars in Thousands.

Fed\$(000):

Federal Dollars in Thousands.

Sta\$(000):

State Dollars in Thousands.

Loc\$(000):

Other than State or Federal Dollars, typically Town Dollars in Thousands.

**APPENDIX C - FINAL 2005 STIP – REQUIRED APPROVALS FOR
STATEWIDE AND DISTRICTWIDE PROJECTS**



Public Involvement, Review and Environmental Justice

The Connecticut Department of Transportation has “A Guide for Public Outreach” which establishing a public partnership in the development of transportation programs and projects. It is dated November 1995 and is available for review at the ConnDOT headquarters in Newington. This guide was used in the development of the STIP and its public involvement process. Also, all recommendations contained in the Federal Planning Regulations concerning public involvement were adhered to. As guidelines for Environmental Justice are developed by FHWA, they will be incorporated into this document.

The following public involvement process was completed to ensure an opportunity for all to participate in our process:

- A Legal Notice was placed in the following fourteen Connecticut newspapers:
 - The Connecticut Post
 - The Chronicle
 - The Day
 - The Hartford Courant
 - The Middletown Press
 - The New Haven Register
 - The Register Citizen
 - The Northeast Minority News
 - The Waterbury Republican-American
 - The Journal Inquirer
 - The Norwalk Hour
 - The Advocate
 - The News Times
 - The Hartford Inquirer

This Legal Notice stated in detail that the STIP would be available for public review, public informational meetings would be held, and the Department will receive comments. A copy of this notice is included in this Appendix.

- A News Release was prepared containing the detailed information found in the Legal Notice, background information on the STIP and examples of projects included in the STIP. This news release was provided to all 20 Connecticut daily newspapers, over 75 Connecticut radio stations, and all Connecticut television stations. A copy of this news release is included in this Appendix.
- A Brochure detailing the availability of the STIP and announcing the Public Informational Meeting was sent to over 1200 individuals and businesses who have expressed interest in the past in the Transportation planning process. These names were compiled with the assistance of the RPOs. A copy of this brochure is included in this Appendix.

- ConnDOT requested that each of the RPOs coordinate their public review of their TIP with the State's STIP. As a result, 10 of the Urban RPOs included the review and comment period for the STIP during their TIP review and the four Rural RPOs included the STIP review and approval on their monthly agendas. ConnDOT staff attended all RPO informational meetings on TIP/STIP and was available for comments.
- ConnDOT held two informational meetings on the STIP on April 21, 2004. Approximately 12 individuals and reporters (ConnDOT excluded) attended the afternoon session. Approximately 12 individuals also attended the evening session. The Department received approximately 20 phone calls and emails requesting copies of the STIP and approximately 10 written/verbal comments. These comments have been responded to.
- In an effort to increase public involvement and awareness, a questionnaire was handed out to attendees at the informational meetings. A copy of this questionnaire is included in this Appendix.

Additional Opportunities for Public Review and Comment:

Capitol Region COG Hartford, CT	860 522-2217
Central Connecticut RPA Bristol, CT	860 224-9888
Connecticut River Estuary RPA Old Saybrook, CT	860 388-3497
COG of the Central Naugatuck Valley Waterbury, CT	203 757-0535
Greater Bridgeport RPA Bridgeport, CT	203 366-5405
Housatonic Valley CEO Brookfield, CT	203 775-6256
Midstate RPA Middletown, CT	860 347-7214
South Central Regional COG North Haven, CT	203 234-7555
South Western RPA Stamford, CT	203 316-5190
Southeastern Connecticut COG Norwich, CT	860 889-2324
Valley RPA Derby, CT	203 735-8688
Litchfield Hills CEO Goshen, CT	860 491-9884
Northeastern Connecticut COG Dayville, CT	860 774-1253
Northwestern Connecticut COG Warren, CT	860 868-7341
Windham Region COG Willimantic, CT	860 456-2221

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P.O. Box 317546
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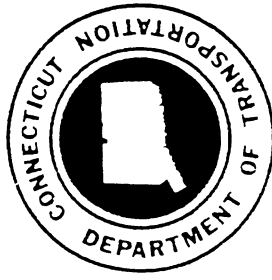
Public Informational Meeting



April 21, 2004

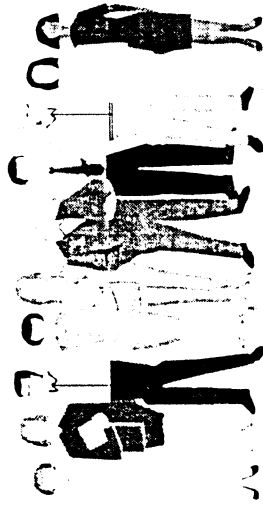
2005 Statewide Transportation Improvement Program

2005 Statewide Transportation Improvement Program (STIP)...



In accordance with the provisions of Title 23, Section 135 of the United States Code; as amended by the Transportation Equity Act for the 21st Century (TEA-21) enacted on June 9, 1998; the Connecticut Department of Transportation (CONNDOT) has developed a draft Statewide Transportation Improvement Program (STIP) covering all areas of the state. The STIP lists all federally funded transportation improvements, by funding category and by region, which are scheduled to occur over the next five years. It includes capital and operational improvements to the various modes which make up the transportation system, including highway, bus, rail and bicycle facilities. The STIP is used to implement the goals and objectives identified in the Long-Range Regional and State Transportation Plans. The portion of the STIP for the urban regions of the State is based on the Transportation Improvement Programs adopted by the Metropolitan Planning Organizations. For the rural regions of the State, the STIP is developed in cooperation with the rural Regional Planning Organizations.

Public Informational Meetings...



On Wednesday, April 21, 2004, two Informational Meetings will be held at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut. The first meeting will begin promptly at 12:00 p.m. and the second will begin at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the draft 2005 Statewide Transportation Improvement Program (STIP). At these meetings, the public will have an opportunity to review, comment and discuss information regarding the STIP's projects and programs. This forum will also provide the project sponsors with information from the public regarding their desires and concerns. Department of Transportation Staff will be available one-half hour prior to each meeting to informally discuss the STIP. They will answer specific questions about any of the proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort. Additional locations for public review of the STIP are listed on the reverse side of this pamphlet.

Review Procedure...

Copies of the Draft 2005 STIP have been made available for review at specific locations for a **thirty day public comment period between April 07 and May 06, 2004**. This document is available for review at the CONNDOT Administration Building in Newington and at each of the fifteen Regional Planning Organizations. It is suggested that an appointment be scheduled in order to adequately accommodate all interested parties. To schedule an appointment at CONNDOT, please call (860) 594-2045. To schedule an appointment at one of the Regional Planning Organizations, please call them directly.

Comments...

Written comments must be received on or before May 06, 2004. Comments should be addressed to:

Mr. Gerald T. Jennings
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546

Newington, CT 06131-7546

Please include your name, address and, if applicable, the name of the company or organization you represent with your response.

NEWS RELEASE
DRAFT 2005 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Transportation shapes our communities and touches much of our lives. Because transportation effects are so pervasive, transportation systems should be designed and operated to produce benefits across the broadest set of societal values. That can only be achieved if planning for transportation improvements reflects those values and the relationships of transportation to other aspects of our society. As part of its planning effort, the Department of Transportation has initiated its public involvement process to receive input from all stake holders in the transportation system.

In its effort to assure that the process provides full and open access to all, the Department is providing opportunities for public review, comment and discussion of the transportation program-related improvements, which are being proposed for the next five years. To accomplish this, a draft Statewide Transportation Improvement Program (STIP) has been prepared and forwarded to each of the regional transportation planning organizations for public review and comment.

This will afford the public more opportunities to become aware of the STIP, to review the STIP and to provide comments related to the STIP. In addition to the regional public notices for the review period and public meetings, the Connecticut Department of Transportation has placed notices in several major newspapers advertising the availability of the draft STIP and where it can be reviewed. It is hoped that these efforts will show that early-on public participation is valued and desired. Explicit consideration and response to public input received will be given.

The Department of Transportation has developed the draft STIP for all areas of the State. The portions of the draft STIP in metropolitan planning areas have been developed in cooperation with the Metropolitan Planning Organizations (MPOs). The MPOs' TIPs have been included in the draft STIP without modification. The Rural Regional Planning Organizations have been consulted on their portion of the STIP.

The draft STIP includes all federally funded highway and transit transportation improvements and is the regions and State's transportation investment program for the next five years. It consists of capital and operating improvements to the State's highways and roads, and public transit systems. Investments in various modes are included in the draft STIP. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans.

The scope of the STIP has expanded over the last few years. The STIP is now a more comprehensive transportation investment document.

With the Clean Air Act Amendments of 1990 (CAAA), MPOs and the State are required to include in the STIP, all significant projects that could affect air quality. The MPOs, the regional transportation agencies responsible for preparing the TIPs in urban areas, and the State, responsible for preparing the STIP outside urban areas, must determine whether the package of proposed transportation investments in their area – regardless of how they are funded – results in better air quality. The TIPs and the STIP must be found in conformity to the State Implementation Plan (SIP). The prepared draft STIP has been assessed for its impact on air quality. Using techniques which have been approved by the U.S. Environmental Protection Agency (EPA), the draft STIP has been reviewed and found that the projects and programs contained therein will serve to reduce emissions of volatile organic compounds, oxides of nitrogen and carbon monoxide.

The TIP/STIP for FFY 2005 – 2009 contains 378 projects in 28 federal funding categories. It programs \$2.5 billion in federal funds, which will be matched by \$1.0 billion in state funds and \$28 million in local funds, for a total program cost of \$3.6 billion. Of the \$1.0 billion in state funds, \$597 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$2.4 billion (67%) will be used for highway and bridge capital programs and a total of \$1.1 billion (33%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the TIP/STIP:

- The replacement and demolition of the “Q” bridge and additional reconstruction of I-95 in the New Haven area.
- Reconstruction of I-95 in Bridgeport
- US 7 Brookfield bypass
- US 7 and CT 15 interchange improvements in Norwalk
- The replacement of the Moses-Wheeler Bridge (I-95 Stratford-Milford)
- Reconstruction of I-84 in Waterbury
- The replacement of the catenary system for Metro North from Greenwich to New Haven
- The construction of the Waterbury bus garage
- The construction of the New Haven bus garage
- The New Britain – Hartford Busway
- Replacement/rehabilitation of highway bridges throughout the State
- Safety related improvements to highways throughout the State

The draft STIP includes a priority list of projects to be carried out in a five-year period. The priority list is grouped by year, with year one being the highest priority. The program is financially constrained by year and the STIP includes a financial plan that demonstrates which projects can be implemented using current and proposed revenue sources. Only those projects for which construction and operating funds can reasonably be expected to be available are included.

On Wednesday April 21st, two Informational Meetings will be held at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut. The first will be at 12:00 noon and the second will be at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the 2005 Statewide Transportation Improvement Program. At these meetings, the public will have an opportunity to review, comment and discuss information regarding the STIP's projects and programs. This forum will also provide the project sponsors with information from the public regarding their desires and concerns. Department of Transportation staff will be available to help answer specific questions and clarify any proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort.

Copies of the Draft 2005 STIP have been made available for review for a **thirty day public comment period between April 7 and May 6, 2004.** This document is available for review at

the ConnDOT Administration Building in Newington and at each of the fifteen Regional Planning Organizations. An appointment is suggested in order to adequately schedule all interested parties. To schedule an appointment at ConnDOT, please call (860) 594-2045. To schedule an appointment at one of the Regional Planning Organizations, please call them directly.

Written comments must be received on or before May 6, 2004. Comments should be addressed to:

Mr. Gerald T. Jennings
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Please include your name, address, and if applicable, the name of the company or organization you represent with your response.

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
NOTICE OF AVAILABILITY
DRAFT 2005 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

In accordance with the provisions of Title 23, Section 135 of the United States Code; as amended by the Transportation Equity Act for the 21st Century of 1998 (TEA-21); the Connecticut Department of Transportation (ConnDOT) has prepared a draft Statewide Transportation Improvement Program (STIP).

The draft STIP lists all highway and public transit projects proposed to be undertaken utilizing Federal Highway and Federal Transit Administration funding. The STIP encompasses various projects that ConnDOT intends to pursue during the next five years and covers all towns within the State.

The STIP will be available for review for a thirty-day public comment period between April 7, 2004 and May 6, 2004 at:

Connecticut Department of Transportation
Office of Intermodal/Policy, Room 2338
2800 Berlin Turnpike
Newington, Connecticut 06111

Or

Your local Regional Planning Organization

It is suggested that you call first to schedule an appointment at these locations. To make an appointment at ConnDOT, please call (860) 594-2045.

Two public informational meetings to further address the STIP have been scheduled. They will be held on Wednesday, April 21, 2004 at the DOT Headquarters located at 2800 Berlin Turnpike, Newington, Connecticut. The first meeting will begin promptly at 12:00 p.m., and the second will begin promptly at 7:00 p.m. DOT staff will be available one-half hour (1/2) prior to each meeting to informally discuss the STIP.

Parking and handicapped access to the hearing room is available from the main entrance of the building. Arrangements have also been made for hearing impaired.

All written comments and associated documentation must be clearly legible and submitted on reproducible 8½ x 11-inch paper. Comments must be received on or before May 6, 2004.

Comments should be addressed to:

Mr. Gerald Jennings
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546



STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (860) 594-2040

QUESTIONNAIRE

2005 Draft Public Information Meeting

In an attempt to better serve the public, please take a moment to fill out this questionnaire. Hand in your completed questionnaire to one of the officiating ConnDOT employee or mail it back in the provided return envelope. Thank you.

About this meeting:

Was this meeting helpful in your understanding of the Transportation Planning Process?
Please explain.

Is the scheduled time for this meeting convenient for you? Yes or No. If no, please explain.

Would you recommend this meeting to others? Yes or No. If no, please explain.

How did you hear about this meeting? Flyer, Legal Notice, New Release or other?

Any suggestion on how to reach many more people? Yes or No. If yes please provide information. Thank you.

Please provide us with names of organizations, groups or individual that we can invite to future meetings.

Name:
(Organization, Group or Individual)

Address:

Phone:

Fax:

Email:

General comments or suggestions:

THANK YOU FOR YOUR TIME.